

The Sun.

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If our friends who favor us with manuscripts for publication with us have rejected articles returned, they must in all cases send stamps for that purpose.

Anti-Annexationists of Two Countries

On June 19 there appeared in the *Cologne Gazette*, a journal that expresses peculiarly well the ill-feeling existing in Germany toward America, the blunt opinion that "the Americans are not even prepared to defend their own coasts against a naval power of any importance." The *Cologne* does not disclose its hopes that America never would have the navy required. We supply the idea that was lacking in order that American anti-annexationists, or, as they call themselves, anti-imperialists, opposed to our possession of Hawaii as well as of the Philippines, may see how like they are to German enemies of the United States. American anti-annexationists, like anti-American Germans, are against the policy of an American navy. They are found in opposition to the building of every new ship. One of their first and most trusted arguments is that taking the Sandwich Islands or the Philippines under the Stars and Stripes will necessitate a navy. They are against them all. Not all the foes to our national progress and welfare vote in Germany, or in Spain.

The American people as a whole, knowing the hand of opposition when raised against themselves as unmistakably as when it is raised in Germany, desire the annexation of Hawaii, the Philippines, and all that we may win from Spain, and a navy to fit the situation.

Why We Need the Philippines.

That the Philippines will be ours by right of conquest is certain, and we may also take for granted that the Russian or Great Britain, which are the two principal powers in the Far East, will permit any interference with our occupation of them. We are told, however, in certain quarters that we ought not to retain them, for the reason that such retention would run counter to our national traditions, largely founded on WASHINGTON's farewell address. Let us see what basis there is for this assertion.

With regard to the so-called traditions, it should be enough to say that WASHINGTON, who in political affairs was prudence personified, was the last man in the world to presume to lay down the rules by which his country must be governed a century after his death. When he penned his farewell address, he was dealing with a situation then existing, and not with one of which he could have no premonition. At the time when he warned us against entanglement in foreign complications, our nation was in its infancy and surrounded by dangers, hedged in as it was on the north, west and south by the possessions of European powers. He could not foresee that the acquisition of Florida and of the whole vast stretch of territory between the Mississippi and the Pacific would relieve us forever from menace on the south and west, and that on the north the relatively slow growth of Canada would render that country a hostile rather than a source of peril. Neither could he possibly foresee the extent of our trade with the Middle Kingdom, a trade which places us high in the list of the Western peoples, the commercial interests of which will be materially affected by China's fate. Much less could the wisest man a hundred years ago forecast the immense development which may be expected in the next generation for our trade with the Celestial Empire, when to the natural resources of that country shall have been applied the stimulus of steam and electricity.

It is certain that WASHINGTON's contemporaries did not hesitate to risk collision with transatlantic powers by the employment of our navy for the protection of our commerce against encroachment. While he was yet alive, we were engaged for two years in a naval war with France, in the course of which we made many captures. Our expeditions against the Barbary States were sanctioned by both the Federalist and Democratic-Republican parties. The war of 1812 against England was ardently supported by the great majority of our countrymen, and if in the course of that contest we had managed to take the Bermudas, the Bahamas, or the British West Indies, we should undoubtedly have tried to keep them. In no doing we should have followed the precedent set by the Continental Congress, which evinced very high as earnest a desire to gain possession of the Bermudas, or the ownership of islands near, or in the Caribbean, or of islands of importance to the maintenance of our trade with the Antilles and with Central and South America. What the Bermudas were in the eyes of the Continental Congress, the Philippines ought to be in our eyes to-day, for the reason that, if we leave out Cuba and Porto Rico, our trade with the Antilles, and with these-called Spanish Main, is of less value, from an actual and prospective point of view, than is our trade with the Far East.

But if even in the days of WASHINGTON, which coincided with the age of sailing ships, American statesmen recognized the usefulness of islands, considered as stations for repair and for refueling, and as sources of ammunition, how much more should it be recognized to-day in the age of steam! That, which in neighboring Atlantic waters was not unreasonably coveted a century and a quarter ago on grounds of convenience, has now, in view of the breadth of the Pacific, and of the limited coal capacity of steamships, become absolutely indispensable. Unless we acquire in the waters of the Far East some means of renewing the coal supplies of our ships of war, we cannot hope long to safeguard even our present trade with China, much less to enforce our just claim to share the commercial and industrial privileges which may from time to time be conceded to foreigners by the Peking Government. It may be said that, inasmuch as the United States side with England in desiring to maintain the territorial integrity of the

Middle Kingdom, and perfect freedom of trade therewith, we do not need coaling stations of our own, seeing that we could always avail ourselves of Great Britain's. The answer to this assertion is, first, that in the waters of China and Indo-China there are but three British naval stations, namely, at Singapore, Hong Kong, and Wei Hai Wei; secondly, that under the stress of war England might lose one or more of her naval stations, as she has lost them before; thirdly, that no one can assure us that amid the shifting of international relations we might not one day have to rely on some other ally than Great Britain; and, lastly, that it does not become a great maritime power, such as we have become or shall become, to depend for the coal supply of its warships upon the friendship of any other nation.

If we desire to protect our commercial interests in China, which even now are large, and which, under favorable circumstances, will become immense, we shall hold fast the Philippines, which the God of battles has given to our hands.

The Blockade of Havana.

The indications that food supplies have been sent to Havana from points outside of Cuba do not necessarily imply that our blockade has been broken, because there are ports beyond the specified line where ships might creep in and discharge their cargoes, thence to be carried to the capital by rail. Still, with the withdrawal from the blockading fleet of Admiral Sampson's ships for service at Santiago and Calmar, and then a further withdrawal to serve in the expedition to San Juan de los Rios, it would not be strange if some vessels loaded with provisions should occasionally cross the blockaded area itself.

During the civil war, in spite of our numerous war vessels lining the Southern coasts, blockade runners slipped into Confederate ports, the high rewards for success stimulating great risks. The Bahamas were a great center for such expeditions, and Cuba is not only close by those islands, but in the neighborhood of others, such as Jamaica, from which blockade runners could easily start. The case of the *Purissima Concepcion* and Benito Estangar, which changed their flags from Spanish to English, the former when loading at Kingston with such supplies as flour, rice, and corn, with which she started for Cuba, shows what we must expect elsewhere.

Of course, no protest was made by our Government against the departure of the *Purissima Concepcion* from Jamaica, even when it was suspected that her destination was a blockaded port. We admit the right to carry provisions to a belligerent, and are satisfied with our own right to capture vessels that attempt to run the blockade. On the other hand, occasional success in running the blockade will not render it legally ineffective. We still make it "difficult and dangerous" to run the gauntlet of our ships, and this is all that is required. It is not necessary for an effective blockade, within the meaning of international law, to seal up a coast or harbor so that it cannot possibly be entered under favoring circumstances. Outside of Spain the actuality of our blockade has not yet been called in question, and with the return of some ships from Santiago and the sending down of others, like the *Newark*, from the North, we shall henceforth make the blockade stronger. Meanwhile there is evidence going to show that food supplies for Havana have not run the blockade of its harbor, although they may have been landed at Batabano or elsewhere on the south coast of Cuba.

The Fate of Manila.

The most striking statement in the last despatch published from Admiral Dewey was that, while the insurgents had practically surrounded Manila, "they do not intend to take the city at the present time." This was not put as opinion, but as fact; and it seems a fair inference that Admiral Dewey had assurances on this point from AGUIBALDO, the insurgent leader. It has been said also that they lack the field guns they ought to have for taking the city; but Admiral DEWEY's words suggest that even with such guns they would not attempt it.

The surprise follows that the insurgents must have refrained from assaulting the city because they had agreed that its surrender should be made to Admiral DEWEY. It will be recalled that, many weeks ago, when AGUIBALDO's cooperation may not have promised results so great, the Admiral notified our Government of his ability to take Manila at any time, the implication being that he did not take it simply because he had no troops to hold and govern it. In that circumstance there would be adequate foundation for an agreement with the insurgents that if the latter should drive the Spaniards within the walled town the final blow should be struck by cooperative effort to reduce it should be recognized by our receiving the surrender.

At that time the American Admiral may have supposed that troops would be hurried to him sooner than they have been. But the very fact that the presumed understanding with AGUIBALDO, reached when the insurgent leader was taken back to the Philippines under our auspices, holds good in spite of this delay, and even after the success of the insurgents had allowed them to pen the Spaniards in the town, is promising for our interests. It is true that, if, after all, the insurgents, no longer to be restrained should have returned Manila just before the arrival of our troops, there might be bitter comments upon the procrastination that made this possible; but Admiral DEWEY has maintained from the first a serene confidence in his ability to manage the affair, and if he has manifested any impatience or expressed any anxiety lest his reinforcements should come too late, it does not appear in his published despatches. Perhaps Manila is now ours. Our first expedition may have arrived there, and Admiral DEWEY's despatches indicate that land forces are all he has been waiting for in order to secure the surrender of the city.

This event, it is true, would not be the end of our anxiety. There would still come the question as to how far the purpose of the insurgents to establish a republic in the Philippines will interfere with our purposes. But at least the immediate danger, that of a landing of forces from the European warships to protect the foreign residents in case of the city's surrender to the insurgents, would be removed by its surrender to us. There would then be no ground on which such a landing could take place. With the problem of the ownership of the Philippines reduced to the claims of the insurgents and ourselves, we shall doubtless reach a satisfactory result. It has been intimated that the Spaniards, if forced to give up Manila, will make Hilo

their capital. But that port could be reduced still more easily, and possibly the Boston and Concord have already taken it.

Our Unequalled Transit Facilities.

The report of the State Railroad Commissioners for 1897 shows that the total receipts for the fiscal year of the various railroads within the New York city boroughs of Manhattan and Bronx were \$25,000,000, of which \$11,500,000 was collected by cable companies and their branches and extensions, \$3,500,000 by horse-car lines which have not adopted mechanical traction and are not operated subsidiary to the cable lines, and \$7,000,000 by roads utilizing the overhead trolley, the remainder being represented by the revenues of elevated or surface steam railroad companies. Since the consolidation of Brooklyn and other territory with New York, particularly since the street and electric roads of Kings county were brought upon the Brooklyn Bridge, there has been an enormous increase in the conveniences of travel in New York, the gradual disuse of horses on many lines, conspicuously the Second and Fourth avenues in Manhattan, being a notable fact in the improvement.

The receipts of all the railroads—steam, electric and horse, surface and elevated—in New York city for 1898 will hardly fall short of \$50,000,000. The introduction of the system of transfer tickets on the surface lines, and of express trains on the elevated lines, and now the running of through trains to Coney Island on the Fifth Avenue line of the Brooklyn Elevated Railroad, in forty minutes from the New York City Hall and at the fare of ten cents, have vastly increased these means of serving the convenience of the public.

No city in this country, and no city in any other country, can now compete with New York in cheap, prompt, pleasurable, healthful, and extensive transit facilities. The improvements in the methods of handling passenger traffic within the city, including the vastly better cars, greater speed for the running, far more regularity of service, decreased cost, more trains, cars, and seats, have been well-nigh marvelous during the last ten years. Moreover, the enormous passenger traffic thus provided for is exempt from accidents to a degree that gives peculiar distinction to the service.

It is the fashion to complain. Let us sometimes stop to think of what we have reason to be grateful for in this fine old town of ours. Even now every passenger cannot get a seat at the crowded hours, but it is not within the range of possibilities that such should be the case, with the circumstances being as they are and as they must continue to be in New York.

Sunflower Sages.

The Kansas Populists have renominated their State ticket, with the Hon. JOHN W. LEWIS, Governor, at its head, and the Democrats and Silver Republicans have meekly accepted that ticket after shooting off sufficiently Buncombe resolutions of their own. As usual, the Populist platform outlines the sidishows, although the original brightness was somewhat pared.

The Kansas Populists laud their Senators and Representatives in Congress for opposing "the issuance of interest-bearing bonds and the encroachment of corporate power upon the rights of the people." "Interest-bearing bonds" and "encroachment of corporate power" are prescribed formulas found in all good Populist platforms and belonging to the hieratic language of Populism. The same may be said of the initiative and referendum and proportional representation, large, larynx-stretching terms, present in this platform and regarded as charms and amulets.

The Kansas Populists "favor the public ownership of all public utilities, and demand the public ownership and operation of all monopolies." Surely a good, wide swath of Socialism, that.

Corporate power is again prodded in this resolution:

"We demand the enactment of a freight-rate law giving to a court of railway commissioners, to be elected by the people, the power to fix rates and classifications of railways, and to further power to compel the railways to make full reports with reference to their business."

Here was a neglected opportunity to thrust the Supreme Court of the United States for holding that a railroad corporation has a right to make a living and that rates prescribed must be reasonable. Of course free and unlimited 10 to 1 and the issue of legal tender notes instead of interest-bearing bonds are recommended. The Republicans in Congress are rebuked "for the unanimity with which they have followed the dictation of foreign and domestic bondholders in voting against an income tax and the one-fourth of 1 per cent. on railroad corporations which are encumbered by Government contracts, and also their refusal to tax Wall Street transactions."

The Kansas Populists have been used to getting from 7 to 10 per cent. and upward for the money which they lend, and they have no patience with the bloated bondholder, especially if he subscribes for twenty dollars' worth of the new 3 per cent. Wall Street transactions are pretty stiff, taxed in one way or another by the War Revenue act, but why do the Kansas Populists complain? Wall Street transactions are held to be iniquitous by them. Ought the Government to derive an income from the crimes of the money changers?

A resolution for the establishing of State stock yards was cut out, although stock yards may be regarded as "public utilities," and Populists call existing stock yards monopolies. An idea already put forth in miniature by the Silver Republican Insurance Commissioner, the gifted WAS MCNALL, appeared in this resolution:

"We demand that the State of Kansas shall provide insurance protection, both fire and life, as a State function, at cost."

The State Constitution was to be altered for this purpose. Unfortunately considerations of public utility and anti-monopoly yielded to fear of the fraternal insurance orders. The word "life" was struck out, and the words "lightning and tornado" were inserted in its place. In neglecting to add "hail, drought, and grasshoppers" the Populists missed a noble opportunity.

Montenegro.

Prince NICHOLAS of Montenegro is a comparatively obscure potentate, but big events have more than once had their origin in his little principality of the Black Mountain on the borders of the Adriatic. The last Russo-Turkish war was preceded by a severe struggle between the mountaineers and Turkey, from which Montenegro emerged with its independence universally recognized and its territory enlarged. The Turkish relies of the contest are yet to be found amid the defiles of the Moracra. Once more the fight for the liberation of the Slave still remaining

under the Turkish yoke has been renewed, and by historic right it is begun by the old champions of Slavonic freedom.

The recent visit of Prince NICHOLAS to London was not much noticed in the press at the time, but if we may judge by the official statement concerning it published in the Montenegrin official organ, the *Glas Crnogorac*, after the Prince's return, it seems likely to be fruitful in results. The Prince's visit is described as having been most successful. The support of England has been secured to the Serbian cause, which is also favored by Russia, France and Italy. The only reference to Austria is found in the same paper in connection with the death of Mr. GLADSTONE, his famous "hands off" warning to Austria being recalled by the *Glas Crnogorac*.

The Hungarian press, which has never been friendly to Montenegro and has indulged for years in the idea of Hungarian supremacy in the Balkans, has taken offense at this uncovering of an old score. The change of Prince NICHOLAS, from the NARAY of Bulgaria and Prince NICHOLAS, and the visit of the former to King GEORGE of Greece, together with the lavish gift of rifles and ammunition by Russia to Montenegro, have combined to raise an alarm at Budapest. This alarm finds expression in a presumably inspired communication to one of the Hungarian papers, in which Montenegro and Bulgaria are warned to let the remaining Turkish possessions in Macedonia alone, and Prince NICHOLAS in particular is cautioned that his northern neighbor may find it necessary to call on him to keep his hands off also.

The support alleged to be given to Montenegro by the four powers above named imparts a serious aspect to every discussion taking place in Macedonia and in the strip of territory lying between Serbia and Montenegro. The visit of the Prince of Bulgaria to Athens is sufficient indication that the claims of Greece will not be overlooked when the time of distribution arrives. The spheres assigned to the four minor States are ethnically and geographically well defined, but the difficulty for Montenegro is the occupation of Herzegovina by Austria, and the trouble of Serbia is the occupation of Bosnia. This separation and partition of kindred peoples is the root evil in southeastern Europe, and there can be no permanent peace there until they are again united under their several National Governments or brought under the direct control of one or two of the great powers on their borders.

About the attitude of Germany there can hardly be any doubt. The division of Macedonia and Albania among the liberated nationalities of the Balkans with the consent of the other powers would end the advent of Austria and the extension of German influence toward Constantinople. It would mean the political resurrection of the long downtrodden Slav races, and the creation of a new force in European politics not in sympathy with the German aims in Turkey. Such a result, if it comes, may be traced to the German Emperor's support of Turkey at the time of the Armenian massacres and the later incidents in Thessaly and Crete.

Apparently the initiative in the new movement has been assigned to the Serbians; if such be the case, the statement of the Prince of Montenegro may be looked on as a kind of proclamation declaring the liberation of the Slavs still under the Turk. It is certain to be understood so by the peoples interested, and it will spread the spirit of active revolt all over Macedonia, with the consequent reopening of the whole Eastern question.

Although the project to annex Hawaii is not now in a form which puts the Hon. CRAWFORD K. DAVIS into the place of supremacy he has occupied here, the New York Tribune, nevertheless its prestige as Chairman of the Committee on Foreign Relations imposes upon him the duty of leading the campaign with unflinching and aggressive determination, uncalculated by the usual habits of the Senate. He must strive to push through his enterprise without regard to the objections of the Committee on Foreign Relations imposing upon him the duty of leading the campaign with unflinching and aggressive determination, uncalculated by the usual habits of the Senate. He must strive to push through his enterprise without regard to the objections of the Committee on Foreign Relations imposing upon him the duty of leading the campaign with unflinching and aggressive determination, uncalculated by the usual habits of the Senate.

Signs of desire for peace are growing in Spain very rapidly. Peace with victory was never possible, and is not now expected; but peace with honor cannot well be hoped for if Spain refuses to pay another war indemnity. The most that Gen. BLANCO can do, to name the actual authority, the Queen Regent, can fairly exact from Honson, is the latter's parole to sink no more Merriam.

According to a Chicago despatch, an enormous combination of fish packing and canning companies is to be formed. The proposition of the ancient PETTIBONE to put a tax upon every article which becomes the subject of a trust was rejected by the Senate, but every true-hearted anti-monopolist has his own way of getting even with these pernicious combinations. The company is to be called the "United Fish and Canning Company," and its capital is to be \$1,000,000. The company is to be called the "United Fish and Canning Company," and its capital is to be \$1,000,000. The company is to be called the "United Fish and Canning Company," and its capital is to be \$1,000,000.

The Hon. WILLIAM ALFRED PEPPER is just as amiable and philanthropic as ever, and the rank of the Drys contain no kinder soul. He has taken to his bed, "to open the radiant skies above and let God's sunbeams shine upon the world." He has taken to his bed, "to open the radiant skies above and let God's sunbeams shine upon the world." He has taken to his bed, "to open the radiant skies above and let God's sunbeams shine upon the world."

A generous sentiment, but scarcely germane to the season. If Mr. PEPPER will put his platform a revolution in favor of peace, he will be a great help to the cause. He will put his platform a revolution in favor of peace, he will be a great help to the cause. He will put his platform a revolution in favor of peace, he will be a great help to the cause.

The Hon. J. R. HOGAN, who has consented to take the Populist nomination for Governor of New York, has been elected to the position of Governor of New York. He has consented to take the Populist nomination for Governor of New York, has been elected to the position of Governor of New York. He has consented to take the Populist nomination for Governor of New York, has been elected to the position of Governor of New York.

The articles of incorporation of the Duluth and New Orleans Railway Company have been filed with the Secretary of State of Iowa. The company is to be called the "Duluth and New Orleans Railway Company," and its capital is to be \$1,000,000. The company is to be called the "Duluth and New Orleans Railway Company," and its capital is to be \$1,000,000.

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portion that earns interest and profit. The offices of the company will be at Nevada, Ia., and will be worth visiting. We hope that the Duluth and New Orleans Railroad, which has been in the hands of a private company, will be turned over to the public, and that it will be able to establish low rates and to refuse dividends, but how much nobler it will be to pay the passengers for riding on the road and the shippers for freight for sending their favors.

The *Cripple Creek Times* mentions as prominent candidates for the Silver Republican nomination for Governor of Colorado the Hon. SIMON GOODENOUGH, "the smelter man of Pueblo"; the Hon. JUD BURNETT, and Dr. DIBBLE. All worthy candidates and warranted sterling silver, but Dr. BURNETT is rather unfortunate name for a leader of a 10 to 1 squadron.

Yesterday the Mayor and Councils Committee of Philadelphia went through the Barren ceremony of dedicating the Frankford bathhouse. We have already recorded its more important dedication by Select Councilman J. J. BRYAN, who, on Saturday, jumped into the swimming pool, and swam across it in full dress suit. He had assembled his friends in the bathhouse, and addressed them in a powerful speech. He was not jumping and swimming as well as himself. "In 1890," he said, "I will rest with the people, as my name has been mentioned, to give me promotion and place in my hands the honor of serving their interests as Mayor." His platform will be his record, and "full dress suit" as a bathing costume. The Hon. J. EMORY BRYAN is no common statesman.

Nicaragua Canal.

The Bill to Aid in Its Construction Is Reported in the Senate.

WASHINGTON, June 20.—Senator Morgan, Chairman of the Select Committee on the Nicaragua Canal, today reported to the Senate from that committee a substitute for his bill amending the act of 1899 incorporating the Panama Canal Company of Nicaragua. It provides that all the stock outstanding in the canal company be purchased by the Government of Nicaragua and Costa Rica, and 11,000,000 new shares, of a par value of \$100, be issued. Seven hundred thousand of those shares are to be turned over to the Government of Nicaragua, and the remainder to the Government of Costa Rica. The Government is to have a first lien on all the property and a concession of the 700,000 shares of the new stock, and \$1,500,000 of the grant of the canal company, and the Government is to be used to liquidate the canal company's cash liabilities, contract obligations for construction, and the canal company's cash liabilities, contract obligations for construction, and the canal company's cash liabilities, contract obligations for construction.

Provision is made for the appointment of a director of the canal, and for the creation of a sinking fund to be used for the redemption of the canal bonds, and for the creation of a sinking fund to be used for the redemption of the canal bonds, and for the creation of a sinking fund to be used for the redemption of the canal bonds.

According to the sworn statement of President HITCHCOCK, the expenditures of the canal company for the year ending June 30, 1897, were: For preliminary expenditures, \$1,000,000; for construction, \$2,500,000; for interest, \$1,000,000; for depreciation, \$1,000,000; for other expenses, \$1,000,000; total, \$6,000,000. The canal company's cash liabilities, contract obligations for construction, and the canal company's cash liabilities, contract obligations for construction, and the canal company's cash liabilities, contract obligations for construction.

COLER AND WHALEN.

Comment on a Pending Law Case.

TO THE EDITOR OF THE SUN:—Sir: The difficulty which has arisen between Controller Coler and Mr. Whalen, the Corporation Counsel, has been a subject of much interest to the public. The Corporation Counsel has been a subject of much interest to the public. The Corporation Counsel has been a subject of much interest to the public. The Corporation Counsel has been a subject of much interest to the public.

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THE ALLIANCE OF THE ENGLISH-SPEAKING PEOPLES.

TO THE EDITOR OF THE SUN:—Sir: It has been many times proved by the discussion of the proposed Anglo-American alliance, it is that Anglo-Saxon is an incorrect designation to apply to the present generation of the English-speaking people; but it ought not to be a sufficient reason why a political understanding should not be reached by a change of name more accurately descriptive of the different political forces such an alliance would bring together. Call it an American, Great Britain and Ireland alliance and there would be removed all cause for jealousy among the conglomeration of peoples which would be the result of such a union. It would have the effect of quieting the fears of the Celtic people who dwell to an alliance mislabeled Anglo-Saxon.

A good many of us who take pride in the American name, and who have migrated from India to Ireland and built the prehistoric round towers of Ireland, besides teaching the inhabitants of northern Europe, the Anglo-Saxons possibly included, how to give expression to their thoughts in intelligible language, must wish to be the victims of an Anglo-Saxonism. Seriously, as very few persons in the American are likely to be influenced by the antiquarian editor of a St. Louis newspaper and fever still believe that he had the slightest authority for his assumption of Anglo-Saxon superiority, Celtic people, and no less afraid to enter most cordially into an alliance with all the people having a common language, but it must be an alliance suitable to the interests of the different races involved in it. Notwithstanding all fanciful arguments to the contrary, the Celtic people, especially Irish, will maintain that they have done more than the Anglo-Saxons for the world, and that the property of this country. They have also done more to liberalize England than the English, and more to improve the world than the Anglo-Saxons. They have also done more to liberalize England than the English, and more to improve the world than the Anglo-Saxons.

The late Cardinal Newman years ago pointed out Ireland as likely to be a bond of union between England and the Celtic people. It is now, as it appears, the British-American alliance, and the Celtic people are likely to be the victims of an Anglo-Saxonism. Seriously, as very few persons in the American are likely to be influenced by the antiquarian editor of a St. Louis newspaper and fever still believe that he had the slightest authority for his assumption of Anglo-Saxon superiority, Celtic people, and no less afraid to enter most cordially into an alliance with all the people having a common language, but it must be an alliance suitable to the interests of the different races involved in it. Notwithstanding all fanciful arguments to the contrary, the Celtic people, especially Irish, will maintain that they have done more than the Anglo-Saxons for the world, and that the property of this country. They have also done more to liberalize England than the English, and more to improve the world than the Anglo-Saxons.

CAR TOLLS ON THE BRIDGE.

Bridge Commissioner Shea Wants to Have Them Increased Considerably.

Bridge Commissioner John L. Shea expects to have a conference soon with President William of the Brooklyn Elevated Railroad with a view to a rearrangement of the tolls which the road is to pay for the privilege of operating its cars over the bridge. The Commissioner expects to have a conference soon with President William of the Brooklyn Elevated Railroad with a view to a rearrangement of the tolls which the road is to pay for the privilege of operating its cars over the bridge. The Commissioner expects to have a conference soon with President William of the Brooklyn Elevated Railroad with a view to a rearrangement of the tolls which the road is to pay for the privilege of operating its cars over the bridge.

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